



LODI CITY COUNCIL

Carnegie Forum
305 West Pine Street, Lodi

"SHIRTSLEEVE" SESSION

Date: April 30, 2019

Time: 7:00 a.m.

*and via conference call:

**1311 Midvale Road
Lodi, CA 95240**

For information regarding this Agenda please contact:

Jennifer M. Ferraiolo

City Clerk

Telephone: (209) 333-6702

Informal Informational Meeting

A. Roll Call by City Clerk

B. Topic(s)

B-1 Receive Information on Church Street Road Diet Project (PW)

C. Comments by Public on Non-Agenda Items

D. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

Jennifer M. Ferraiolo
City Clerk

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CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Receive Information on Church Street Road Diet Project

MEETING DATE: April 30, 2019 (Shirtsleeve)

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Receive information on Church Street Road Diet Project.

BACKGROUND INFORMATION: There is an increased interest in promoting bike tourism within the City of Lodi with an emphasis on encouraging cycling in the downtown area. In 2017, the City applied for and was awarded \$1,459,935 in competitive Measure K grant funding to design and construct a bicycle/pedestrian enhancement project on Church Street between, Lodi Avenue and Lockeford Street.

The Church Street Road Diet Project extends from Lodi Avenue to Lockeford Street. The proposed project includes reducing the existing four travel lanes to two travel lanes, installing a two-way left-turn lane, installing Class 2 bike lanes, modifying and improving signal equipment to provide bike detection, and installing other pedestrian safety features. Traffic models reflect the proposed roadway configuration improves the level of service for vehicles and improves pedestrian and bicycle safety.

Staff conducted a public meeting on February 27, 2019 at the Lodi Chamber of Commerce, where members of the cycling community provided feedback to staff. The Shirtsleeve presentation will outline the conceptual project design and provide opportunity for Staff to receive additional comments from the public, along with feedback from the City Council.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

Charles E. Swimley, Jr
Public Works Director

Prepared by Lyman Chang, City/Engineer/Deputy Public Works Director
CES/LC/tdb
Attachment

cc: Senior Civil Engineer, Nathan
Traffic Engineer, Firoz

APPROVED: _____
Stephen Schwabauer, City Manager

The City of Lodi
**Public Works
Engineering**



Church Street Road Diet And Bike Lane Improvement Project

Shirtsleeve Meeting
April 30, 2019



Short Video on Road Diet by FHWA



Project Location

- Church Street between Lodi Avenue and Lockeford Avenue





Church Street - Current Conditions

- Four-lane collector street – 60' to 64' wide
- Curb, gutter, and sidewalks
- Parallel parking on both sides of the street
- Commercial development with parking in front and multiple driveway access
- Six signalized intersections
- Left-turn lanes at Lodi Avenue and Lockeford Street
- No traffic capacity issues throughout the day

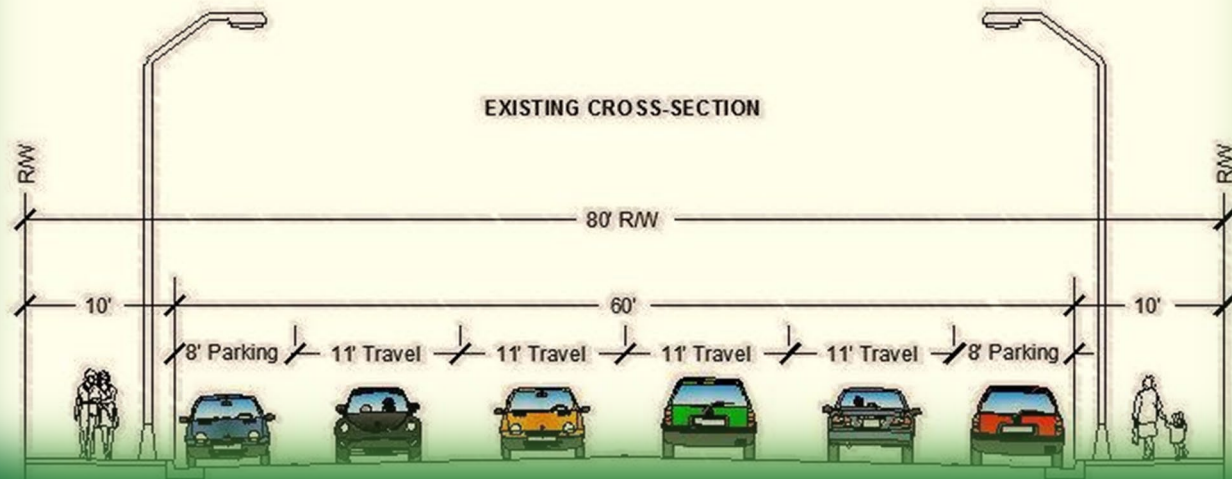
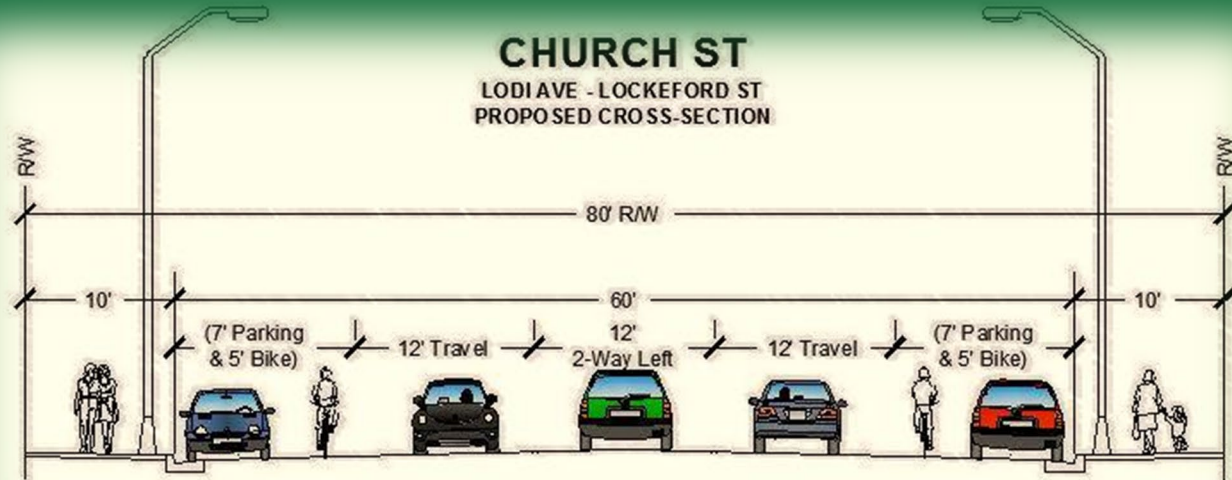


Project Purpose

- Install Class II bike lanes.
- Promote downtown bike tourism
- Improve pedestrian safety.
- Improve traffic movement and traffic safety by providing left-turn lanes.



Existing & Proposed Cross Sections





Project Benefits

- Traffic operations can greatly improve by creating a center turn lane.
- Three-lane configuration will allow creating a left-turn lane at all seven intersections and dedicated bicycle lanes.
- Encourage bicyclists to travel to downtown.
- Access to and from commercial driveways will be safer.
- Pedestrian cross walks will be shorter, less pedestrian exposure to traffic, therefore safer.
- Enhance on-street parking.



Collision History

- Collision history – 102 reported collisions at seven intersections in five years.
- Broadside – 41
- Rear End – 16
- Bicycle – 5
- Pedestrians – 5
- Injury collisions – 31
- No of people injured – 57



Collision History

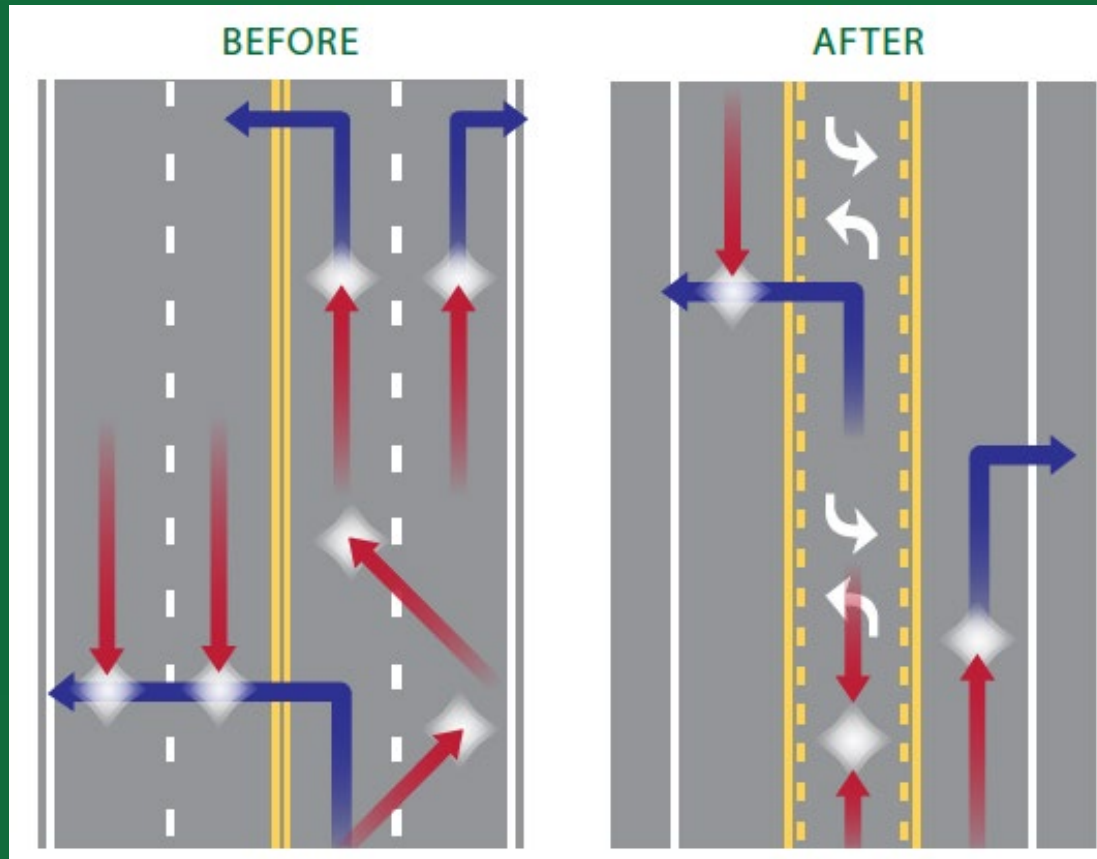
Following are reported collisions within the project's influence area during 2013-2017:

	Broadside	RearEnd	Pedestrian	Bicycle	Total
Injury	17	8	5	5	35
Injury+Prop Damage	41	16	5	5	67

The data suggests that installing left-turn lanes and signal phases along with designated bike lanes striping will increase visibility for both the motorist and the active transportation users on Church Street; thereby, enhancing safety.



Road Diet – Reduces Conflict Points Improves Safety



Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility, as well as, a decrease in crashes involving drivers under 35 years of age and over 65.



Feasibility Analysis

- Analyzed collision data involving bicycles and pedestrians.
- Collected traffic turning movement data at all seven intersections.
- Traffic counts for AM and PM peak periods.
- Simulated existing conditions.
- Simulated proposed conditions.
- Compared traffic delay, fuel consumption, and air pollution for the two scenarios.



Simulation Results

Network Totals

Scenario #	1	2
Number of Intersections	7	7
Most Popular Cycle (s)	60	60
Alternative	4 Ln Ex	3 Ln Alt
Timing Plan ID	PM Pk	PM Pk
Data Time		
Total Delay / Veh (s/v)	12	11
Total Delay (hr)	24	21
Stops / Veh	0.50	0.48
Stops (#)	3500	3370
Average Speed (mph)	13	14
Total Travel Time (hr)	42	40
Distance Traveled (mi)	564	564
Fuel Consumed (gal)	60	58
Fuel Economy (mpg)	9.4	9.8
CO Emissions (kg)	4.19	4.02
NOx Emissions (kg)	0.81	0.78
VOC Emissions (kg)	0.97	0.93
Unserved Vehicles (#)	0	0
Vehicles in dilemma zone (#)	0	0
Performance Index	33.4	30.8



Simulation Results

- The three-lane configuration slightly improves total travel time and reduces fuel consumption.
- Creates safe area for bicycle travel.



Recommendation

- Based on the simulation results, the collision data analysis and the benefits discussed in the project purpose, Staff recommendation is to re-configure Church Street to two thru lanes, a center turn-lane, bike lanes, and parking.



Project Funding

- This project will be fully funded by Measure K funds.
- These funds are specifically designated for bicycle and pedestrian related projects.
- San Joaquin Council of Governments (SJCOCG) has awarded approximately \$1.46 million for this project.



Similar Lane Configuration

- Hutchins Street between Lodi Ave and Kettleman Lane





Public Outreach

- February 27, 2019 – Chamber of Commerce Presentation
- Issues brought up during the Q & A segment
 - Consider green lane (bike) striping
 - Swap bike lane with parking lane
 - Include NB Church St approach at Lodi Ave intersection
- Staff's response
 - Will consider in view of long-term aesthetics and maintenance cost
 - Will evaluate
 - Will evaluate



Next Steps

- Public Hearing at City Council Meeting
- Modify project as necessary
- Project design – Summer 2019
- Bid and award – Fall 2019



Questions???